

Pedestrian Master Plan Report Card December 2011

	Completed Year 1	Year 2		Year 3-6	Year 6 and beyond
Pedestrian Master Plan Objectives	2010-2011	Short Range 2012 January to July	Short to Mid Range 2012 July to December	Mid Range 2013- 2015	Long Range 2015-2030
Programs					
3.1 Identify a long-term and sustained investment strategy to fund pedestrian improvements	3.1d Identified innovative funding tools for both general pedestrian improvements and specific needs. Alex Molina is the contact	Continued	Continued	3.1a Develop a strategy to allocate a reasonable and sustainable amount of funding for pedestrian improvements and maintenance, including reallocation of transportation funding to prioritize pedestrians.	Continued
3.3 Establish and implement a predictable maintenance cycle for crosswalks and stop bars	Tim Meier is the identified contact	Continued	Continued	Continued	Continued
3.4 Implement and evaluate enhancement and enforcement programs	Yellow Tip Program	Continued	Continued	Continued	Continued
3.5 Encourage transit providers to locate transit stops close to signalized intersections	TARC Google App	Continued	Continued	Continued	Continued
3.6 Advance a social marketing campaign to promote walking	Designed and implemented a pedestrian safety education campaign that targets drivers and pedestrians. Explored partnerships with private organizations to fund incentive programs and events that encourage walking.	Designing a 6- event campaign based on the FWA model			
3.7 Create or expand programs that promote the benefits of walking	There are car-free neighborhood guides in Deer Park, Clifton, St. Matthews. Car-free Happy Hours!	There are car-free neighborhood guides in Deer Park, Clifton, St. Matthews. Car-free Happy Hours!	There are car-free neighborhood guides in Deer Park, Clifton, St. Matthews. Car-free Happy Hours!	There are car-free neighborhood guides in Deer Park, Clifton, St. Matthews. Car-free Happy Hours!	There are car-free neighborhood guides in Deer Park, Clifton, St. Matthews. Car-free Happy Hours!
3.8 Increase school-specific pedestrian programs	Participated in 2011 Walk to School Day Finalized Meyzeek SRTS plan	Safety City	Receive Walk Sense Engelhard Elementary School Coral Ridge Elementary	Evaluate Walk Sense Safety City	Evaluate Walk Sense Safety City

			School Auburndale Elementary School Safety City		
3.10 Use social networking to communicate project information in a timely and efficient manner	Facebook and listserv subscriptions have increased by ___ users	"Create a web-based community toolbox to fully engage residents in contributing to an on-going assessment of the pedestrian network.	Continue to update	Continue to update	Continue to update
3.11 Develop and launch training modules for Louisville Metro staff	APBP Webinars	APBP Webinars	APBP Webinars	APBP Webinars	APBP Webinars
3.12 Establish better communication and coordination among staff and departments working on related issues	Currently establishing Establish active Louisville partnerships to encourage walking, bicycling, and transit use through coordination for these modes (e.g., prioritize pedestrian access to stops and services when planning for transit service/route changes).	Active Living News Letter	Active Living News Letter	Active Living News Letter	Active Living News Letter
3.14 "Expand the Mayor's Miles Program to Include schools, neighborhoods and commercial areas.	Established ___ Mayor's Miles at _____ Alex Molina is the contact	Continued	Create mechanism for citizens who already incorporate walking into their daily routine to track their mileage	Continued	Continued
3.15 Increase opportunities for driver education about pedestrians	Sharing the Road Banners	Advocate for cell phone free areas for drivers and pedestrians.	Establish education/re-education as part of driver's license renewal. Change process to get license, e.g. on test; include pedestrians or bicyclists as part of driving test.	Conduct on-going educational process about changes.	
3.16 Evaluate pedestrian crash data as part inventory and assessment.	Collect pedestrian crash data. Assess pedestrian crash data.	ONGOING	ONGOING	ONGOING	ONGOING
Policies					
2.1 Use existing resources to create more value for fewer dollars	On- going	Continue/ Evaluate	Continue/ Evaluate	Continue	Continue
2.2 Inspect and enforce right-of-way encroachments	On- going	Continue/ Evaluate	Continue	Continue	Continue
2.3 Use Louisville's Compete Streets policy more fully	On- going	Continue/ Evaluate	Continue	Continue	Continue

2.4 Create an expanded set of design standards for pedestrian paths and sidewalks	Started to update the curb ramp design standards	Continue to update curb ramp design standards	Continue/ Evaluate	Continue	Continue
2.5 Define construction options for property owners to repair sidewalks	This is now Metro's responsibility	On- going	On- going	On- going	On- going
2.6 Update guidelines for crossing treatments	Currently following FHWA's guidelines	Evaluate current practices for crossing treatments	On- going	On- going	On- going
2.7 Educate and Enforce "no parking" restrictions at intersection approaches	On- going	Evaluate Education and enforcement no parking restrictions at intersection approaches	Evaluate Education and enforcement no parking restrictions at intersection approaches	Continue/ Evaluate	Continue/ Evaluate
2.8 Develop and maintain short block lengths to maximize pedestrian crossing opportunities	Currently following FHWA's guidelines	Continue following FHWA's guidelines	Continue following FHWA's guidelines	Continue following FHWA's guidelines	Continue following FHWA's guidelines
2.9 Evaluate design speed as part of all corridor projects	Continue to promote	On- going	On- going	On- going	On- going
2.10 Address modal conflicts that result from Complete Streets implementation	Continue to promote	On- going	On- going	On- going	On- going
2.11 Use land use and zoning tools to encourage and support pedestrian-friendly growth and development	Continue to promote	Continue to promote	On- going	On- going	On- going
2.12 Integrate public spaces with adjacent businesses	Continue to promote	Continue to promote	Continue	Continue	Continue
2.13 Develop guidelines for car-free and shared space streets			Evaluate possible solutions	Continue	Continue
2.14 Coordinate transit stop and pathway accessibility needs between Louisville and the Transit Authority of River City (TARC)			Evaluate possible solutions	Continue	Continue
2.15 Create a parking strategy to encourage trip-chaining by walking			Evaluate possible solutions	Continue	Continue
Projects					
Road diets	W. Market St.1.3 mi.				
Repaired sidewalk in linear feet	9056.26				

New sidewalk in linear feet	4807.5				
New ADA compliant curb ramps	209				
SRTS Projects	0	0	0	Complete Meyzeek Safe Routes to School (SRTS) road diet	Complete Portland SRTS sidewalk
New Speed Hump Installations	11				
New School Zone Flashers / Clocks	2				
Funding					
Walkable Communities	Adding sidewalks	\$300,000 / \$NA	\$300,000	CMAQ	Walkable Communities
Big Four Bicycle and Pedestrian Bridge	Construct bicycle and pedestrian path on the Big Four Bridge over the Ohio River	\$3472,000 / \$868,000	\$4,340,000	KYD	Big Four Bicycle and Pedestrian Bridge
Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	Provide bicycle and pedestrian education, encouragement, enforcement and evaluation efforts	\$100,000 / \$25,000	\$125,000	CMAQ	Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation
Bicycle and Pedestrian Education and Promotion Program	Provide bicycle and pedestrian education and promotion efforts	\$120,000 / \$30,000	\$150,000	STP-U	Bicycle and Pedestrian Education and Promotion Program